
Group 3 Safety Newsletter

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To review Group 3 safety information, visit the Group 3 safety page at:
<http://pawg.cap.gov/gp3/gp3safety.htm>

Mishap Review: The following CAP incidents were recorded last month:

Aircraft

Hard landing with tail damage

Aircraft tail pushed into a hangar wall

Prop struck the tow bar during engine start - not disclosed by pilot – several flights made before damage was discovered

Wingtip collided with hangar during taxi

Elevator struck a parked car while aircraft was pulled from the hangar

Wingtip collided with a weather sensor cabinet during taxi

Engine caught fire while jump-starting the aircraft to charge the battery

Excerpt from February 2003 issue of "*The Sentinel*"

Remember the recent changes in 60-1 in regards to taxi incidents? Ensure EXTREME CARE while taxiing. Obviously if someone hits a stationary object while taxiing, the accident investigator will most certainly find there was a violation of 60-1.

Situational Awareness- the many components

As promised in the September issue, today, we are going to examine Situational Awareness, as applied to flying. If you take a look at the Merriam Webster Collegiate dictionary, the word "situation" means "The way in which something is placed in relation to its surroundings. "Aware or awareness" - having or showing realization, perception, or knowledge. Sounds pretty simple, doesn't it? Situational awareness is something that every pilot should have, right??? Well, ideally every pilot does have it and fights hard to keep it. At first glance, something so simple, could be taken for granted. Afterall, what pilot doesn't want to show realization, perception, knowledge in relation to his/her surroundings? How does this simple concept become a major causal factor in accidents? How does the accident report end up saying "contributing factor- pilot lost situational awareness"?

"SA" encompasses a broad array of components. Some of the major elements of "SA" are experience, training, spatial orientation, CRM, Health and attitude and Flying skills.

EXPERIENCE is practical knowledge derived from direct participation and observation. The more experience a pilot has, the quicker he/ she will be able to problem solve. Something that may

add to or detract from total experience is RECENCY of that experience. How long has it been since you have flown? What is your total time? Over how many years has your experience been spread?

TRAINING: compare...steady "hands on flying" with frequent training opportunities vice....infrequent flying with minimal training. In other words....how often have you flown in the previous 90 days. (that is a question, by the way, on the accident report). Are you current? Or are you just "paper" current, doing the minimal requirements, just to get by? What about the ten learning principles? One of them being the Law of Primacy- what you learn first, you learn best. Instructors, insure you teach it right the first time, because that is what your students will revert to in a crash situation. Compare the pilots who participate in the yearly Wings Proficiency award program (Wings Program). It serves as a once a year, recurrent training program for GA pilots. Statistics show the benefits of flying with a Flight instructor, doing the prescribed maneuvers and attending at least one pilot seminar.

SPATIAL ORIENTATION: always know where the aircraft is in relation to where it is going.... know how a potential problem will affect the remainder of a flight....know in an equipment out situation, what you have left to work with.. Never let an aircraft take you someplace that you did not want to go. Avoid mental areas of ambiguity.

CRM....pilot management skills. ...self management (perform in a standardized manner with self discipline)....always use the aircraft checklist- it helps to overcome stress induced forgetfulness. Are you careful with the checklist- have you missed any pertinent items due to being in a rush? Crew management between Flight instructor and student. do you use all available information to you?. During single pilot operations, have you pre organized your cockpit, have all required publications, within arm's reach? Are you talking to ATC? Have you filed a flight plan?

HEALTH AND ATTITUDE...directly affect perception and interpretation of events. Illness or personal problems detract from a pilot's ability to function properly. Multiple stress factors affect ability to concentrate. which affects Situational awareness. And what about FLYING SKILLS? Less experienced pilots must devote more time to controlling the aircraft. Recency of experience plays a major role. Task saturation with high work load can be a contributing factor. for loss of Situational awareness. Routine tasks are one thing, what about abnormal and/ or emergency tasks, deteriorating weather, fatigue, stress, distractions, and all other types of inflight emergencies. All of these factors combined, affect your situational awareness. There are many contributing factors to Maintaining Situational Awareness. How do you rate your Situational awareness on any given flight? Strive to keep it at all times. Now you know the items that affect the overall picture.

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**The Group 3 Safety Newsletter is a publication of the Group 3 Safety Section.
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"Everybody is allowed 15 minutes per day to be stupid,
just don't do it in an airplane." General James "Jimmy" Harold Doolittle